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DEPARTMENT OF THE NAVY  
USS MIDWAY (CV 41)  
FPO SAN FRANCISCO 96631-2710

5750  
Ser 03/C17  
10 Apr 86

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From: Commanding Officer, USS MIDWAY (CV-41)  
To: Chief of Naval Operations (OPS-0502)

Subj: COMMAND HISTORY (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12C

Encl: (1) USS MIDWAY Command History for Calendar Year 1985

1.(U) Enclosure (1) is forwarded per reference (a).

*R.D. Mixson*  
R.D. Mixson

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USS MIDWAY (CV-41)  
COMMAND HISTORY 1985  
CAPTAIN R. D. MIXSON, USN  
COMMANDING

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Enclosure {1}

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## TABLE OF CONTENTS

	Page No.
PART I {U} BASIC HISTORY .....	4
A.{U} Command Organization .....	4
B.{U} Summary of Operations .....	5
1.{U} Synopsis .....	5
2.{U} Full Text .....	10
C.{U} Special Topics .....	15
1.{U} Carrier Air Wing FIVE Command Organization ...	15
2.{U} Summary of Flight Hours .....	16
PART II {U} DOCUMENTARY ANNEXES .....	17
A.{U} Major Departmental Reports .....	17
1.{U} Operation Department .....	17
a.{U} Combat Information Center .....	17
b.{U} Meteorology .....	18
c.{U} Electronics .....	19
d.{U} Intelligence .....	19
2.{U} Supply Department .....	20
3.{U} Engineering Department .....	23
4.{U} Weapons Department .....	25
5.{U} Communication Department .....	26
6.{U} Safety Department .....	28
7.{U} Deck Department .....	29
8.{U} Medical Department .....	30
9.{U} Dental Department .....	31

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10.{U} Training Department .....	31
11.{U} Air Department .....	32
12.{U} Navigation Department .....	33
13.{U} Aviation Intermediate Maintenance Department .	33
14.{U} Executive Department .....	35
15.{U} Chaplain Department .....	36
16.{U} Marine Detachment .....	37
B.{U} Photo History .....	B-1
C.{U} Officers Directory July 1985 {Separate Enclosure}	

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PART I

BASIC HISTORY 1985

A.{U} Command Organization.

1.{U} Commanding Officer, USS MIDWAY {CV-41}:

Captain H. P. KOBER Jr., USN, (b) (6) /1310;  
Commanding Officer from 1 January 1985 to 22 June 1985.

Captain R. D. Mixson, USN, (b) (6) /1310; Commanding  
Officer from 22 June 1985 to 31 December 1985.

2.{U} Commander Air Wing FIVE {CVW-5} embarked:

Commander T. R. Beard, from 1 January 1985 to 31  
December 1985.

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B.{U} Summary of Operations.

1.{U} Synopsis:

SCHEDULE

1 JAN 1985 - 31 December 1985

01-31 January: inport Yokosuka, Japan.

01-16 February: operations and transit Philippine and South China Seas en route Manila, Philippines.

02 February: visit by Mr. T. KAWAKAMI, Mayor of Iwakuni City; Lieutenant General I. TSUCHIYA, JGSDF, Commanding General 13th Division; Vice Admiral T. UCHI, JMSDF, Commandant Kure Regional District Headquarters; and Rear Admiral M. TANAKA, JMSDF, Commander, Fleet Air Wing 31.

09 February: Airman rescued from South China Sea after falling overboard.

17-19 February: inport Manila, Philippines.

20 February: Honorable Stephen BOSWORTH, U.S. Ambassador to Philippines and Rear Admiral ALEJONDRO, RPN, visit MIDWAY while transiting South China Sea en route Subic Bay, Philippines.

22-25 February: inport Subic Bay, Philippines.

26 February-03 March: operations and transit South China Sea en route Hong Kong.

03 March: Honorable Piers JACOBS, Secretary for Economic Services, British Hong Kong, Captain Christopher W. GOTTO, RN, Captain-in-Charge of Hong Kong and Mr. Raymon ANNING, Deputy Commissioner of Royal Hong Kong Police visit MIDWAY.

04-08 March: inport Hong Kong.

09-13 March: operations and transit South China, Philippine and East China Seas.

14-24 March: TEAM SPIRIT 85.

18 March: Visit by General William J. LIVSEY, USA; Commander-in-Chief United Nations Command/Combined Forces Command, Vice Admiral Yong Kun CHUNG, ROKN; First Vice Chief of Naval

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Operations, Vice Admiral Paul F. MCCARTHY, USN; Commander SEVENTH Fleet and Rear Admiral Charles F. HORNE III, USN; Commander U.S. Naval Forces Korea.

20 March: USAF F-15 lost at sea during TEAM SPIRIT.

21 March: General Ki Baeck LEE, ROKA, Chairman Joint Chief of Staff, Republic of Korea Forces visits MIDWAY.

25-27 March: transit Philippine Sea en route Yokosuka, Japan.

28 March-15 May: inport Yokosuka, Japan Drydock No. 6 (EISRA 85)

16-21 May: operations and transit Philippine Sea.

22-27 May: VALIANT USHER 85-40K.

28 May- 01 June: transit Philippine Sea en route Yokosuka, Japan.

02-09 June: inport Yokosuka, Japan.

10-18 June: operations and transit Philippine and South China Seas en route Subic Bay, Philippines.

12 June: Colonel Sidney J. WISE, USAF, Vice Commander, 313AD visits MIDWAY.

12-13 June: CRAE 85-1.

13-14 June: MIDWAY host thirteen members of the JDA press club.

17 June: MINEX A/B.

16-18 June: MULTIPLEX 85-5.

18 June: Seaman rescued by HS-12 helo after wave carried him over the side from the starboard sponson.

19-23 June: inport Subic Bay, Philippines.

22 June: MIDWAY Change of Command.

24-28 June: operations and transit South China Sea en route Indian Ocean.

27 June: CRB Badger Aircraft Surveil CVBG resulting in MIDWAY filing INCSEA report.

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29 June: transit Malacca Strait.

30 June-06 July: transit Indian Ocean and North Arabian Sea.

06 July: INCHOPEX with BG DELTA and USS CONSTELLATION.

07 July: Indian Ocean Turnover operations with USS CONSTELLATION in North Arabian Sea.

05 July-23 August: Operations in the North Arabian Sea.

13 July: A-7E lost at sea. Pilot rescued.

18 July: GLAD CUSTOMER/BUSY OBSERVER.

19 July: DOD show "A.C.T.S."

19-20 July: Anchored Ras Al Hadd, Oman.

27-28 July: Anchored Masirah, Oman.

29-30 July: MINI-BEACON FLASH with SOAF.

03 August: MINI-BEACON FLASH with SOAF.

04 August: Anchored Masirah, Oman.

07 August: Beer Day

07-08 August: Anchored Ras Al Hadd, Oman.

08 August: visit by Captain J.G. TOLHURST, RN, Commanding Officer of HMS EXETER DDG-D89 and Commander Task Group 321.1

11-12 August: Anchored Masirah, Oman.

13-18 August: INFERNO CREEK with SOAF and SON.

16 August visit by Brigadier General R.C. Beyer, USAF, USCENTCOM J3.

17 August: E-2C lost at sea. Three crewmen rescued. Two crewmen missing.

19-20 August: Anchored Masirah, Oman.

19 August: DOD show "QUEENS."

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23 August: visit by Honorable John F. LEHMAN Jr., SECRETARY OF THE NAVY.

24 August: departed North Arabian Sea and commenced transit en route Diego Garcia oparea.

27 August: MIDWAY "Crossing the Line" ceremony.

29-31 August: Weapons Week vicinity of Diego Garcia.

01-02 September: Transit en route INCHOPEX and Turnover with USS KITTY HAWK.

03 September: INCHOPEX with Battle Group BRAVO and USS KITTY HAWK.

04 September: Indian Ocean Turnover with USS KITTY HAWK.

04-12 September: Transit en route Perth/Freemantle, Australia.

12 September: Australian VIP visit.

13-18 September: Anchored Freemantle, Australia.

19-20 September: Transit en route Exercise VALIANT USHER 85-SAS.

21-22 September: VALIANT USHER 85-SAS.

23 September-01 October: Transit en route Subic Bay, Philippines.

27 September: Transited Lombok Strait en route Java and Celebes Seas.

29 September: Transited Sibutu Passage {Sulu Archipelago} en route Sulu Sea.

01 October: Transited the Mindoro Strait and entered South China Sea.

02-06 October: inport Subic Bay, Philippines.

07-14 October: Transited South China and Philippine Seas en route JMSDF ANNUALEX 60G.

10-14 October: JMSDF ANNUALEX 60G. Visit by Rear Admiral Masami OGAWA, JMSDF; Headquarters, CINCSDFLT; Rear Admiral Fumio OKABE, JMSDF; DCOD, Maritime Staff Office; Rear Admiral Toru IWASAWA, JMSDF; Head of Systems and Programs Division, Maritime Staff Office.

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11 October: Visit by Vice Admiral Paul F. MCCARTHY, USN, Commander Seventh Fleet.

15-17 October: Anchored Tokyo Wan, Yokosuka Outer Harbor, Japan for OPPE.

15-18 October: OPPE.

17-18 October: Ops North Philippine Sea for OPPE.

19 October-14 November: Inport Yokosuka, Japan.

25 October: Visit by Vice Admiral J.E. SERVICE, USN, Commander, Naval Air Pacific.

08 November: Visit by Rear Admiral Norman D. CAMPBELL, USN, Commander, Fleet Attack Wing Pacific.

15-26 November: Transit and operations in Philippine Sea and South China Sea.

15 November: Visit by Honorable Mr. Koichi KATO, Director General, Japan Defense Agency.

18 November: Crash of HS-12 SH-3H helo. All four crew men rescued.

20 November: Royal Australian Navy (RAN)-USN PASSEX. AN John A. AGUIRRE, VA-115, fell overboard and was lost at sea.

21-24 November: MULTIPLEX 86-1.

25-26 November: Transit South China Sea en route Hong Kong.

27 November-01 December: Anchored Hong Kong Harbor.

05 December: USN - USAF B-52 PASSEX.

02-07 December: Transit South China Sea and Philippine Sea en route vicinity of Iwo Jima Island and ASWEX 86-1JA.

07 December: Visit by Captain Gonni, JMSDF, Chief of Staff, Commander, Escort Flotilla 2

08-11 December: ASWEX 86-1JA.

12-31 December: Inport Yokosuka, Japan.

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2-~~(C)~~ FULL TEXT:

During the month of January MIDWAY remained inport Yokosuka conducting upkeep and crew rest. On 1 February MIDWAY got underway for operations in the Philippine and South China Seas which concluded with a port visit to Manila, Philippines 17 through 19 February. During that at sea period on 2 February, MIDWAY was visited by a number of distinguished Japanese officials including Mr. Takeo KAWAKAMI, Mayor of Iwakuni City; LTGEN Ichiro TSUCHIYA, JGSDF, Commanding General 13th Division; VADM Tomio UCHI, JMSDF, Commandant Kure Regional District Headquarters and RADM Minoru TANAKA, JMSDF, Commander Fleet Air Wing 31. While operating in the South China Sea on 9 February, AEAN (b)(6), VF-151, was blown overboard by jet exhaust and rescued by HS-12 helo.

While at anchor in Manila Bay the Honorable Stephen BOSWORTH, U.S. Ambassador to Philippines and Rear Admiral ALEJONDRO, RPN, visited MIDWAY. After departing Manila on 20 February MIDWAY conducted a brief period of operations and then transited to Subic Bay, Philippines arriving 22 February for a four day port visit and upkeep.

South China Sea operations resumed 26 February through 03 March after which MIDWAY entered Hong Kong harbor for a port visit. On 03 March Honorable Piers JACOBS, Secretary for Economic Services, British Hong Kong, Captain Christopher W. GOTTO, Captain-in-Charge of Hong Kong and Mr. Raymon ANNING, Deputy Commissioner of Royal Hong Kong Police visited MIDWAY prior to entering port. Leaving Hong Kong on 8 March MIDWAY transited en route the East China Sea and conducted workups for exercise TEAM SPIRIT 85 which commenced 14 March. Concurrent with TEAM SPIRIT, GEN William J. LIVSEY, USA, Commander-in-Chief United Nations Command/Combined Forces Command; VADM Yong Kun CHUNG, ROKN, First Vice Chief of Naval Operations, VADM Paul F. MCCARTHY, USN, Commander SEVENTH Fleet and RADM Charles F. HORNE III, USN, Commander U.S. Naval Forces Korea visited MIDWAY on 18 March to observe flight ops. While conducting operations in the East China Sea on 20 March MIDWAY participated in the SAR effort for a USAF F-15 which crashed at sea. The pilot was not recovered.

On 21 March General Ki Baek LEE, ROKA, Chairman Joint Chief of Staff, Republic of Korea Forces visited MIDWAY for post TEAM SPIRIT discussions.

MIDWAY returned to Yokosuka on 27 March and entered dry dock No. 6 for an Extended Incremental Selected Restricted

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Availability (EISRA 85) which lasted until 15 May. During that period much needed repairs were accomplished to prepare the ship for its upcoming Indian Ocean deployment.

Carrier qualifications for the Airwing commenced 16 May as MIDWAY departed Yokosuka for operations in the Philippine Sea. While operating vicinity of Okinawa 22 through 27 May MIDWAY participated in exercise VALIANT USHER. The ship returned to Yokosuka 2 June for a final visit before departing for deployment to the Indian Ocean.

With dependents filling every available space of berth 12 and sailors manning the rails MIDWAY with Battle Group ALFA sailed from Yokosuka 10 June headed for Subic Bay, Philippines and then the Indian Ocean. Two days out of port on 12 June a ruptured firemain in an AFFF HICAP space flooded the ship's enlisted lounge and library destroying most of the furniture, cassette recorders and books.

While abeam Okinawa 12 and 13 June MIDWAY conducted CRAE 85-1 which involved a full scale ordnance delivery by the Air Wing. Also on 12 June Colonel Sidney J. Wise, USAF, Vice Commander, 313AD visited MIDWAY. On 13 and 14 June MIDWAY hosted thirteen members of the Japan Defense Agency (JDA) Press Club who were provided the opportunity to observe day and night carrier flight operations. On 18 June BMSN (b) (6) was rescued by HS-12 helo after being carried from the starboard sponson by a high wave. CRAE 85-1 was followed by MINEX A/B and MULTIPLEX 85-5 in the South China Sea before arriving at Subic Bay, Philippines 19 June.

While berthed at Leyte Pier, Cubi Point on 22 June, Captain Riley D. MIXSON, USN, relieved Captain H.P. KOBER, Jr., USN, as Commanding Officer. Throughout the entire inport period torrential rains from Typhoon HAL drenched the Subic/Cubi area forcing many planned outside activities inside. MIDWAY departed Subic Bay on 24 June en route the Malacca Strait and Indian Ocean.

While transiting southwest through the South China Sea, BG ALFA was surveilled by two SOVIET TU-16 Badgers from Cam Ranh Bay on 27 June. Their close-in surveillance penetrated the carrier landing pattern and created a hazard to safe flight during aircraft recovery operations. This unsafe activity was considered in violation of the US/USSR Incidents at Sea Agreement and MIDWAY filed an INCSEA report to higher authority. On 29

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June MIDWAY transited the Malacca Strait and entered the Indian Ocean. After a seven day transit MIDWAY rendezvoused with USS CONSTELLATION in the North Arabian Sea (NAS) on 7 July for turnover operations.

The Champs of CVW-5 Attack Squadron FIFTY-SIX lost an aircraft at sea on 13 July due to engine failure. The pilot, LCDR (b) (6), was rescued with no serious injuries.

On 18 July MIDWAY/CVW-5 participated in a joint exercise, GLAD CUSTOMER/BUSY OBSERVER, which included USAF B-52's. The following day MIDWAY anchored off Ras Al Hadd, Oman and was treated to live entertainment in the form of the DOD show "A.C.T.S." MIDWAY departed Ras Al Hadd on the afternoon of 20 July to continue NAS operations. While underway on 23 July MIDWAY was visited by RADM J.F. ADAMS, USN, Commander Middle East Force.

On 27 and 28 July CV-41 anchored off Masirah Island, Oman for maintenance and wash down of its aircraft and radars. Those evolutions were required periodically in the NAS because of the dust and sand carried from the deserts of surrounding Middle East countries by the prevailing wind.

Exercise MINI-BEACON FLASH with MIDWAY/CVW-5 and the Sultan of Oman Air Force (SOAF) participating took place 29 and 30 July. With continued opportunity for use of Omani weapon ranges by CVW-5 that exercise was again conducted on 03 August.

On 4 August MIDWAY returned to the Masirah anchorage. That time for only one day of maintenance before resuming flight ops in the NAS. The following at sea period was short; however, as MIDWAY anchored again at Ras Al Hadd, Oman on 7 August. That day MIDWAY held "Beer Day" and a "Steel Beach" picnic for the crew. The following day, 8 August, CAPT J.G. TOLHURST, Commanding Officer of HMS EXETER DDG-D89 and Commander Task Group 321.1 visited MIDWAY. After two days of flight ops MIDWAY once again anchored off Masirah 11 and 12 August for maintenance and washdown. Following that anchorage MIDWAY conducted INFERNO CREEK 85 from 13 through 18 August, a combined exercise with the Sultan of Oman Navy and Air Force. In conjunction with INFERNO CREEK activities, BGEN Robert C. Beyer, Jr., USAF, USCENTCOM J3, visited MIDWAY on 16 August.

On the evening of 17 August, following a bolter during a normal recovery, VAW-115 E-2C LIBERTY 603 impacted the water off MIDWAY's angle deck. Three of five crewmen were rescued. LTJG Kevin R. KUHNIGK, USNR and ENS Christopher NIMS, USNR, were not

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sighted. An extensive search was conducted for the missing crewmen with negative results.

The DOD show "QUEENS", featuring several Miss America contestants, entertained MIDWAY crewmembers 19 August with a fast paced song and dance review. The ship returned to the Masirah anchorage 19 and 20 August.

The Honorable John F. LEHMAN, Jr., Secretary of the Navy, arrived onboard MIDWAY 23 August. During the brief visit, he spoke to crewmembers on the flight deck.

MIDWAY departed the North Arabian Sea on 24 August and commenced a transit en route the Diego Garcia oparea for WEAPONS WEEK. During the transit on 27 August the ship honored the time old navy tradition of "Crossing the Line."

MIDWAY arrived in the Diego Garcia oparea on 28 August. WEAPONS WEEK, which tests the Ship's and Air Wing's proficiency at weapons handling, was conducted 29-31 August.

The beginning of September marked the end of another MIDWAY/CVW-5 Navy Relief Fund Drive. The 1985 Navy Relief campaign was the highest ever recorded on MIDWAY. Under the management of the Fund Drive Coordinator, LCDR (b) (6) the campaign netted \$112,344.04 for the Navy Relief Society.

After a two day transit to an area approx 400NM south of Sri Lanka MIDWAY rendezvoused with Battle Group BRAVO and USS KITTY HAWK for INCHOPEX and turnover which took place 3 and 4 September. MIDWAY then transited to Perth/Freemantle, Australia for its first port visit in 83 days. Highlighting the absolutely fantastic liberty and 6 day port visit was a BG ALFA party held at the Cottesloe Civic Center near Perth. Sailing from Freemantle on 19 September MIDWAY rendezvoused with TG 76.3 (ARG A) for Exercise VALIANT USHER 85-5AS conducted at the Lancelin Army Training Center in Western Australia. The Exercise, originally scheduled for three days, was held only 21-22 September as high winds and heavy seas forced early termination.

Upon completion of VALIANT USHER 85-5AS MIDWAY headed north en route a return to Subic Bay. After transiting the Lombok Strait on 27 September MIDWAY transited the Java and Celebes Seas. On 29 September MIDWAY entered the Sulu Sea through the Sibutu Passage and the South China Sea via the Mindoro Strait on 1 October. CV-41 moored at Subic Bay, Philippines 2-6 October for upkeep.

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7 October CV-41 was underway for the final leg of its deployment. While en route Yokosuka MIDWAY participated in JMSDF ANNUALEX BOG which was conducted in the northern Philippine Sea from 10 through 14 October. On 10 October Rear Admiral Masami OGAWA, JMSDF; Headquarters, CINCSDFLT; Rear Admiral Fumio OKABE, JMSDF; DCOD, Maritime Staff Office and Rear Admiral Toru IWASAWA, JMSDF; Head of Systems and Programs Division, Maritime Staff Office flew aboard to observe CVBG operations in the combined Japanese and American naval exercise.

At the conclusion of ANNUALEX MIDWAY transited north into Tokyo Wan and anchored 15 through 17 October in Yokosuka's outer harbor for the Engineering Department's OPRE. Underway OPRE checks were completed in the Northern Philippine Sea on 17 and 18 October with MIDWAY receiving an overall mark of satisfactory and passing OPRE for the third consecutive time, the first carrier in the Pacific Fleet to ever do so.

Finally arriving inport Yokosuka, Japan on 19 October, MIDWAY completed a cruise covering 5 months and 23,750 nautical miles.

While inport Yokosuka for upkeep and crew rest from 19 October to 14 November MIDWAY hosted Vice Admiral J.E. SERVICE, USN, Commander Naval Air Pacific 25 October for a visit.

Rear Admiral Norman D. CAMPBELL, USN, Commander, Fleet Attack Wing Pacific visited MIDWAY and CVW-5 on 08 November.

MIDWAY departed Yokosuka on 15 November and that evening hosted the honorable Mr. Koichi KATO, Director General, Japan Defense Agency who visited to observe Airwing Carrier Qualifications and Night Landing Practice. While transiting the Philippine Sea an HS-12 SH-3H Sea King helo suffered a mechanical seizure of its tail rotor and crashed into the sea. All four crew members were rescued without any injuries.

On 20 November while operating in the South China Sea, AN John A. AGUIRRE, VA-115 was lost at sea as a result of probable suicide. Extensive searches by Battle Group ALFA units produced negative results. CV-41 conducted a PASSEX with a Royal Australian Navy Task Group comprised of HMAS Canberra (FFG-FD2) and HMAS Perth (DDG-DE8). The following day HMAS Stalwart (AD-A215) joined for participation in MULTIPLEX 86-1 in the Subic Oparea.

CV-41 conducted MULTIPLEX 86-1 during 21-24 November in the Subic oparea. This exercise included participation on 21

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November of RAN units HMAS Canberra, HMAS Perth and HMAS Stalwart. On 25 November MIDWAY commenced transiting the South China Sea en route a Hong Kong port visit.

After a two day transit MIDWAY anchored in Hong Kong Harbor 27 November to 01 December. This enjoyable port visit was followed by a USN-USAF B-52 PASSEX on 05 December conducted in the Philippine Sea and on 7 December by a visit from Captain (b)(6), Chief of Staff, COMCORFLOT 2. While transiting vicinity Iwo Jima Island participated in ASWEX 86-1JA. ASWEX 86-1JA was a combined USN and JMSDF exercise which tested the two navies' skills in escorting supply ships under threat of submarine attack. The exercise lasted from 08-11 December.

On 12 December MIDWAY returned to Yokosuka, Japan for the remainder of 1985.

#### C.(U) SPECIAL TOPICS

##### 1.(U) Carrier Air Wing FIVE Command Organization:

###### a.(U) Commander, Carrier Air Wing FIVE:

Commander T.R. BEARD; 23 August 1984-31 December 1985

###### b.(U) Composition of Command:

Fighter Squadron ONE SIX ONE: 12 F-4S Phantom II  
Commander J. P. PATTON; 01 January 1985-31 December 1985

Fighter Squadron ONE FIVE ONE: 12 F-4S Phantom II  
Commander C. L. ROBINSON; 01 January 1985-30 April 1985  
Commander R. M. TAYLOR; 30 April 1985-31 December 1985

Attack Squadron NINE THREE: 12 A-7E Corsair II  
Commander H. W. HARTSELL; 01 January 1985-31 December 1985

Attack Squadron FIVE SIX: 12 A-7E Corsair II  
Commander P. R. STATSKEY; 01 January 1985-31 December 1985

Attack Squadron ONE ONE FIVE: 10 A-6E and 5 KA-6D Intruder  
Commander W. A. GOUSLIN; 01 January 1985-20 June 1985  
Commander R. J. RHOADES; 20 June 1985-31 December 1985

Tactical Electronic Warfare Squadron ONE THREE SIX: 4 EA-6B Prowler

Commander T. J. FORD; 01 January 1985-04 October 1985  
Commander D. B. MCKINNEY; 04 October 1985-31 December 1985

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Carrier Airborne Early Warning Squadron ONE ONE FIVE: 4E-2C Hawkeye

Commander D. D. HERZBERG; 01 January 1985-04 August 1985

Commander R. B. WEBER; 04 August 1985-31 December 1985

Helicopter Anti-Submarine Squadron TWELVE: 6 SH-3H Sea King

Commander W. A. ROOP; 01 January 1985-14 May 1985

Commander J. K. MARSHALL; 14 May 1985-31 December 1985

2. ~~(C)~~ Summary of CVW-5 Flight hours for 1985:

SQUADRON	HOURS	TRAPS
VA-56	4383	1905
VA-93	4483	1906
VA-115	5273	2107
VF-151	3857	1532
VF-161	3920	1653
VAW-115	2283	646
VAQ-136	1767	765
HS-12	3608	N/A

{U} Note: The foregoing summary includes figures for aircraft arrested landings {TRAPS} which differ from the figures in Annex A {Air Department}. Air Department figures include all arrested landings while the foregoing figures are for the Air Wing only.

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PART II

DOCUMENTARY ANNEXES

A. ~~(C)~~ MAJOR DEPARTMENTAL REPORTS.

1. {U} OPERATION DEPARTMENT:

a. {U} Combat Information Center {CIC}:

{1} ~~(C)~~ In February 1985 MIDWAY departed Yokosuka, Japan for routine operations in the South China Sea. Numerous AAWEXES/ASWEXES both actual and synthetic combined with ASWEX 85-1 and MISSILEX 85-3 afforded CIC personnel an opportunity to hone all warfare areas prior to MIDWAY's first major exercise of 1985. TEAM SPIRIT 85 {14-24 March} conducted in both the Yellow Sea and Sea of Japan off South Korea provided combat exposure to multi/varied Soviet reconnaissance platforms, both air and surface. A major highlight was successful intercept of Soviet TU-16 Badger aircraft that had transited the DPRK landmass to enter the Yellow Sea.

{2} ~~(C)~~ After a Yokosuka inport visit {26 March-16 May} MIDWAY departed to participate in two joint exercises. VALIANT USHER 85 {22-27 May} conducted with the USAF in the vicinity of Okinawa and ASWEX 85-3 in the East China Sea, exercised all facets of CIC. The newly created ASW Module was fully manned and in operation providing ASW helo coordination and submarine tracking.

{3} ~~(C)~~ Another brief inport period {2-10 June}, and CV-41 departed en route Indian Ocean operations. Transit exercises included CRAE 85-1 {12-13 June}, MINEX A/B {17 June} and MULTIPLEX 85-5 {16-18 June} all of which provided valuable combat team training. On 6 July MIDWAY conducted a highly successful INCHOPEX with USS CONSTELLATION and assumed duties as the ready Indian Ocean carrier. The Indian Ocean deployment provided many opportunities to execute triple axis AEW against Iranian MARPAT C-130 Hercules aircraft from Bandar Abbas, Goa based Indian IL-38 May aircraft and Aden based Soviet IL-38 May aircraft. Interoperability continued a top priority during exercises GLAD CUSTOMER/BUSY OBSERVER {18 July} with the USAF, MINI-BEACON FLAS {29-30 July and 3 August} and INFERNO CREEK {13-18 August} with Sultan of Oman forces. The ASW Module exercised its abilities utilizing VP assets, ASW ships and HS helos in a coordinated, long range {100+NM}, prosecution of a Soviet Victor I SSN. After turnover to USS KITTY HAWK and Battle Group BRAVO {4 September}, USS MIDWAY conducted a well deserved port visit to Perth.

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Australia, then commenced its transit home. En route, CV-41 participated in two major combined exercises; VALIANT USHER 85-5AS with the Australians and ANNUALEX 80G {10-14 October} with JMSDF.

~~{4}{C}~~ On November 15 MIDWAY departed for its last operational period of the year. Major exercises conducted were MULTIPLEX 86-1 {21-24 November}, USN-USAF B-52 aircraft PASSEX {5 December} and ASWEX 86-1JA {8-11 December}. CIC excelled during this at-sea period with an intercept of B-52 aircraft in excess of 300NM. Highlighting ASWEX 86-1JA, the first exercise totally dedicated to ASW, was an aggressive EMCON plan implemented by the EW Module. The ASW Module also proved a valuable asset with its most active role in ASW prosecution. MIDWAY returned to Yokosuka on 13 December for a well deserved inport after a fast paced operational year.

b. {U} Meteorology:

{1}{U} The weather experienced by USS MIDWAY during 1985 can be broken down into two separate, distinct, troublesome periods: typhoon season and Indian Ocean {IO} weather.

~~{a}{C}~~ Typhoon season: Typhoon Gay started the season off early and almost disrupted Exercise VALIANT USHER in the Okinawa oparea; fortunately the system recurved. While inport Subic Bay for the Change of Command, Typhoon Hal's track nearly forced MIDWAY to sortie; but the typhoon veered North avoiding the Philippines. Later, while coming back from the Indian Ocean and Perth, Typhoon Brenda caused the Battle Group to reconsider entering Subic Bay; however, the Battle Group went in and no sortie was needed. During the October/November upkeep in Yokosuka, Typhoon Fay passed along the Eastern coast of Japan. Had its track been more westward, results could have been disastrous.

~~{b}{C}~~ IO weather: MIDWAY deployed to the Indian Ocean during the summer of 1985. Here the Battle Group came under the classic Southwest Monsoon, producing adverse weather conditions. Solid overcast, stratiform clouds with bases between 500 and 800 ft prevailed along the Omani coast. Visibility was lowered to 3 to 5NM in heavy haze. Strong winds from the Southwest ranged from 25 to 30 knots produced 6 to 9 ft seas. In aviation terminology, the IO was case 3 for two solid months.

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~~c.(C)~~ Electronics:

~~{1}(C)~~ 1985 was a very successful year for the combat systems maintenance organization and all electronic equipment. Newly installed equipment AN/URN-25 is a much more reliable TACAN.

~~{2}(C)~~ Equipment availability was maintained at a very high rate throughout 1985, approaching or exceeding goals of 95 percent for all major systems with many exceeding 98 percent. This was primarily a result of excellent maintenance skills, good training and close attention to supply requirements.

~~d.(C)~~ Intelligence

~~{1}(C)~~ MIDWAY's Intelligence Center {OZ}, Cryptologic Element {OS} and Photo Lab {OP} continued their tradition of providing outstanding and timely support to the embarked staffs, air wing, and ship by an undaunted and superb performance in 1985. Highlighting the year were intensive operations in the Sea of Japan and Indian Ocean.

~~{2}(C)~~ CVIC was designated as the air, surface and ELINT rainform reporting unit for Battle Group ALFA and coordinated tracking and reporting evolutions involving friendly and non-friendly aircraft and ships. Exercise TEAM SPIRIT 85 in the Sea of Japan and Yellow Sea during March drew extensive Soviet and Chinese reaction resulting in round-the-clock rainform reporting. Additionally, real time OTH-T data was passed to CTF 74 for rapid turnaround to the submarine participant; a highly successful first test of MIDWAY's TFCC/OTCIXS capability. Re-installation of the Fleet Imagery Support Terminal {FIST} in April prior to deployment to the Indian Ocean allowed timely imagery support which proved to be a mainstay for targeting and contingency planning. An INCSEA occurred while transiting the South China Sea en route the Indian Ocean in June which involved two Cam Ranh Bay based Soviet TU-16 Badger aircraft which interrupted CVM-5 aircraft landing pattern during recovery operations. Operational requirements in the North Arabian Sea and major exercises throughout 1985 resulted in 154 high precedence rainform messages and 14 Intelligence Information Reports {IIR} produced by OZ Division.

~~{3}(C)~~ MIDWAY's Naval Security Group Division {OS} with 10 CT's permanently assigned was augmented on four separate occasions by cryptologic personnel from various Naval Security

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Group Activities throughout the Pacific theater. Utilizing Cryptologic Electronic Support Measures (CESM) warfare skills, those personnel provided Indications and Warning (I&W) and Signals Security (SIGSEC) support to the ship, air wing and embarked staffs during fleet exercises: TEAM SPIRIT 85, ANNUALEX BOG, MULTIPLEX 85, READIEX BRAVO, PASSEX's and ASWEX's. During MIDWAY's 131 day Indian Ocean deployment, joint operations were conducted with HMS Exeter and HMS CHARYBDIS. Secure voice communications were also maintained with properly equipped and cleared CVW-5 E-2C aircraft.

~~(4)(C)~~ Cryptologic Combat Support Console (CCSC) operations continued to improve. TAD support, along with experienced PCS personnel, enabled the preparation of an excellent Standard Operating Procedures (SOP) manual. The system provides for outstanding coordination between SUPLOT spaces and SSES operators.

~~(5)(C)~~ Communications personnel regularly participated in the monthly Small Pipe HF contingency exercises, in addition to maintaining one of the most active SI communications centers afloat. During the Indian Ocean deployment, the tributary communications system was installed onboard MIDWAY for contingency support while in the Indian Ocean. The entire installation, and de-installation of the system was accomplished using OS division personnel.

~~(6)(C)~~ The Photographic Lab completed over 3,800 job requests in 1985. Of these, 59 percent satisfied totally Intelligence, Reconnaissance, Public Affairs, Criminal Investigation and COMSEC requirements, 29 percent were internal information programs and the remaining 12 percent were for education and training, recruiting, RTD and E, medical/dental and combat readiness. Eleven major operational exercises were recorded in addition to the 1984/1985 cruise book which commemorated MIDWAY's 40th anniversary and 9 VIP visits. OP Division concluded 1985 with a grade of outstanding on the COMNAVAIRPAC Command 3M Inspection.

## 2.(U) SUPPLY DEPARTMENT:

a.(U) In 1985 the Supply Department expanded its operation, workload, and performance, significantly improving its support and reliability to the ship, the crew and the air wing. Following a two month cruise from January to March, in which MIDWAY participated in TEAM SPIRIT 85, the ship went into dry

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dock as part of EISRA 85. During this time the ISSOT team conducted a wall-to-wall inventory of all repairable storerooms, thus greatly enhancing the comprehensive support to the ship and air wing.

MIDWAY left dry dock in May and after a two week shake-down cruise got underway for an extended Indian Ocean deployment. In Subic Bay, the last port before sailing into the Indian Ocean, supply personnel worked around the clock for 5 days loading out the ship in preparation for establishing a supply pipeline during the deployment which extended 12,000 miles. During the Indian Ocean cruise UNREPS occurred several times a week, and VERTREPS, some as large as 600 pallets and lasting as long as 9 hours, happened at least once a week. The over 3,000 pallets of material received by S-2, S-3, S-6, and S-8 divisions included everything from GSK material to stereos and ice cream.

Three and one-half weeks after returning from the Indian Ocean MIDWAY departed Yokosuka fully loaded with stores and supplies for a one month cruise. In December, the Supply Department rehabilitated its administrative spaces and several of its divisional spaces. This was done as part of an expanded aviation support effort and the initiation of the Logistics Support Center. The LSC is a joint supply/maintenance interface focused on linking the communities together to provide efficient and effective support to the ship's maintenance effort. During this year the Supply Department organized and managed all support services and supplies on MIDWAY's visits to Subic Bay, Philippines, Hong Kong and the infrequently visited Perth, Australia.

b. (U) Stock Control Division (S-1): A dedicated effort by the control branch to purify the requisition file streamlined the supply pipeline. This and a comprehensive Quality Assurance program for validating all stock receipts and rescreening all items originally classified NIS increased air wing readiness and was a leading factor in the success of the Indian Ocean Cruise.

c. (U) Food Service Division (S-2): Food Service continued to operate the finest mess afloat. In June all food preparation areas were painted and re-surfaced. New equipment in the bake shop helped to provide superior bakery products. The mess decks were painted, new dining tables were added, and new and larger salad bars were installed. All these enhanced the atmosphere of the mess decks and meal service to the crew. In December freezers and all subsistence storerooms were repaired and painted extending their life spans and insuring their exacting sanitary standards. These and other efforts led MIDWAY to represent COMNAVAIRPAC in the Ney Memorial Competition for 1986 and to winning runner-up for the Food Service Excellence

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Award.

d.{U} Retail Sales and Services Division {S-3}: Retail Sales recorded a total yearly stock turn of 7.07, one of the highest ever for an aircraft carrier. This remarkable figure was accomplished by stocking items which were responsive to the needs and wants of the crew. These items included uniforms and sundry goods as well as the latest in stereo equipment and customer made MIDWAY clothing. Total sales exceeded 3 million dollars, of which 315,000 dollars were contributed to the Welfare and Recreation Fund. The Walk-in store was renovated, and the laundry processed more than 1.5 million pounds of laundry while it increased service to CP0's, officers and VIPs. The barbershop gave more than 80,000 haircuts.

e.{U} Disbursing Division {S-4}: The Disbursing Office processed more than 1,500 travel claims per month and continued to have the lowest OCR error rate of any Pacific Fleet carrier. Computers were installed for the first time to process travel claims, speed up payday processing, and help in LES reconciliation. A disbursing lecture series was established to visit divisions and squadrons to help educate personnel about pay and entitlements.

f.{U} Wardroom Division {S-5}: Snacks and Racks continued to improve in 1985. New heating and lighting systems were installed in the aft wardroom. A lighted salad bar, larger beverage area, new deep fat friers, and sliding doors were also installed to improve the appearance, quality, and service of the wardroom. Major improvements were made to staterooms and a new 26-man Technical Representative berthing area was completed with all work being done by S-5 personnel.

g.{U} Aviation Support Division {S-6}: The Aviation Supply Support Division provided an exceptional level of support to both AIMD and the squadrons of COMCARAIRWING FIVE. All operational goals were met or exceeded through the June-September Indian Ocean deployment. Following the Indian Ocean cruise S-6 was cited by COMNAVAIRPAC for the lowest off-ship NMCS/PMCS requisition count and highest overall readiness of any comparably deck-loaded aircraft carrier ever deployed to the Indian Ocean. S-6 division also supported detachments of C-2A, US-3A and EA-38 aircraft, assisting them in meeting all objectives. S-6 also provided continuous LAMPS support and expertise to all Battle Group ALFA combatants. In November an assistant aviation supply support division officer was assigned to S-6 as the initial step for a major supply department reorganization as per CNAP directive.

h.{U} Data Services Division {S-7}: The Data Processing Services Division implemented two new software applications: SUADPS Real Time Processing and Logistic Support Center Real Time Processing. The Honeywell AN/UYK 65{V} SNAP I Phase II computer

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system averaged 682 hours of processing monthly. Data Processing personnel keyed and verified a monthly average of 92,000 documents and generated 1,675,000 pages of printed output over the last twelve months. The paper storage area was renovated into a DS maintenance area and a new paper storage cage was constructed.

i.(U) Material Division (S-8): Material Control Division designed and constructed storage bins for placement on SMVDS cabinets to maximize storage space, implemented the aviation depot level repairables program, reorganized Main II storerooms for accountability and location accuracy, separated the shipping and receiving functions to better account for material shipped and received, and implemented a rudimentary shelf-life program. During the Indian Ocean deployment Material Control provided outstanding support to the ship and air wing and participated in 31 underway replenishments. Material Control accomplished more this year with fewer personnel than was accomplished in previous years.

j.(U) Surface Support Division (S-9): The Surface Support Division continued to provide the most comprehensive customer service known to any Navy ship in history. Not only has it provided outstanding service in areas of requisitioning and file documentation, but also in CASREP tracking and open purchase contracting. During EISRA 85, S-9 served as the focal point for transactions passed off-ship to NSD Yokosuka. This liaison enabled the ship to enjoy greater service along with an increase in the number of filled requisitions. Divisional Supply Petty Officer training expanded to include familiarization with the RT SUADPS terminal. The pre-planned stages were set for Logistics Support Center implementation in mid-year 1986. This new facet of support will enhance customer service by providing a centralized shipboard, technical library. It has been a big year for the S-9 Division with it only getting better in the months to follow.

### 3.(U) ENGINEERING DEPARTMENT:

a.(U) Major casualties/repairs which occurred in 1985 included No. 3 main engine in July which suffered a major lube oil leak while underway in the Indian Ocean. Ruptured piping was repaired by R Division. Aft steam heat drain auxilliary air ejector condenser emergency repairs resulted in saving several thousand gallons of feed water daily and greatly reduced load on ship's evaporators. On 28 February repaired a 6-inch firemain valve in the starboard evaporator in 3 hours avoiding any disruptions to flight operations. Replaced 14 ellison doors

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throughout the engineering plant in October 1985. Hydraulic's shop retensioned No. 3 elevator cables, repaired No. 3 winch 16 times, repaired No. 1 and No. 3 conveyors 6 times and completed approximately 4,000 cycles on ship's aircraft elevators. Steam Heat shop completed approximately 2,000 trouble calls, and made extensive repairs to galley equipment as well as laundry equipment. Steam Heat also overhauled port and starboard ship's whistles twice, rebuilt approximately 30 hot water heaters and maintained catapult steam system. Air compressor and Fire Pump shop overhauled Nos. 3, 16, 10 and 20 fire and flushing pumps. Overhauled Nos. 9, 10, 11, and 12 high pressure air compressors, No. 1 medium pressure air compressor, and supplied the ship with the Rated Sailor of the Year. Air Conditioning and Refrigeration shop overhauled Nos. 2, 4, 6 and 7 A/C plants, Nos. 2 and 3 chilled water pumps and Performed major repairs to Nos. 3 and 5 A/C plants. Also overhauled were Nos. 1, 2, 3, 4 and 5 A/C salt water pumps and forward chill box. All A/C plant's purge units were repaired and automatic controls set. Diesel shop overhauled port motor whaleboat and ran aft emergency diesel 216, 415 hours and forward emergency diesel 383, 694 hours. Diesel shop also maintained Captain's gig and Officer motor boat. The Machine shop engraved over 5,900 pieces of work and also machined over 1,500 jobs. O2N2 shop overhauled No. 202 storage tank vacuum pump and No. 1 R-22 reefer unit which was eventually replaced. Also overhauled were No. 1 N2 cryogenic pump and No. 2 R-22 unit. Completed 6,000 hours maintenance on Nos. 5, 6 and 7 HP air compressors and 2,000 hours on No. 4 HP air compressor. With the help of SRF Yokosuka Engineering accomplished the rebuilding of 1B SSTG's bearings and the repair of excessive gland sealing steam to the HP turbine. There was a casualty to Dem. 2000 telephone system which shut down one-half of ship's phones. After 3 days the casualty was repaired. Three hundred dead end cables were removed from the ship. During the week of 7-14 October operated over 90 hydraulic firemain valves and effected repairs to 20. Head Checks work center completed 4,550 trouble calls in 1985. Carpenter shop fabricated over 100 presentation plaques and 5 stages. Shipfitter shop completed over 2,400 welding and brazing jobs. Over 80 DC flooding voids were inspected with COMNAVAIRPAC Inspectors LCDR (b)(6) and HTC (b)(6) during week of 14-21 January. Voids C-526-V and C-527-V under steering were chemically cleaned for PONDOS {Portable Noise and Detection System} inspection on 7 June. Actual PONDOS inspection occurred 19-22 November. Ship's force completed boiler front brickwork in 2A, 2C and 4A boilers and completed screenwall in 4A boiler, replaced and plugged tubes in 2C boiler and rerolled superheater tubes in 4A boiler.

b.(U) During 1985, MIDWAY had one 60-day Extended

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84

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Incremental Selected Restricted Availability (EISRA 83-60) and the following Incremental SRA's: 84-2 (13 days), 84-3 (8 days), 85-1 (17 days) and 85-2 (50 days). A total of 1,290 jobs which included repair work, Five Year Maintenance Plan (FYMP) and SHIPALTS were completed for the Engineering Department. During those availabilities, approximately 2.5 million dollars was expended for work.

c. (U) The following inspections were conducted:

{1} (U) NTPI (March): No damage control discrepancies were noted. Damage control teams were evaluated as effective. The Accident/Incident Bill was evaluated as superb.

{2} (U) OPBRE (15-19 October): No major damage control discrepancies were noted. Main space fire drill was graded as effective with very positive comments by the inspectors. Damage control readiness of the spaces inspected was without a major or significant discrepancy that was not immediately corrected. Thirty-nine out of forty-two ECC drills were successfully passed. MIDWAY passed an unprecedented 3rd OPBRE.

{3} (U) EM (November): Engineering successfully passed the inspection.

#### 4. (U) WEAPONS DEPARTMENT:

a. ~~(C)~~ Weapons Department remains fully capable of meeting all mission requirements. Throughout the year the department maintained an outstanding readiness status and met all commitments with total effectiveness and superior efficiency. Grades received for major inspections included: (b) (3) (A) (b) (3) (A) EM - satisfactory (93.5), Mine Readiness Certification Inspection (MRCI) - satisfactory. The material condition of all spaces and equipment remain superb if not unsurpassed in the Pacific Fleet. Major efforts by department personnel, ship's force and SRF Yokosuka have contributed to this most notable accomplishment. Weapons elevator availability for all 12 elevators and conveyors averaged over 99 percent throughout an arduous WESTPAC deployment cycle. One hundred percent of all scheduled SRF jobs were accomplished during numerous shipyard availabilities. A major offload/onload of ordnance was accomplished in record time to accommodate one scheduled yard period. This "short lead time" evolution was accomplished safely and efficiently. "W" Division continued to

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89

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lead the Fleet in weapon component transfers accomplished while  
(b) (3) (A) deployed to the Indian  
Ocean/North Arabian Sea. Approximately 3,211 missile  
transactions were conducted with the Air Wing to support no-  
notice real world commitments during 1985.

#### 5. (U) COMMUNICATION DEPARTMENT:

a. (U) MIDWAY's Communication Department transmitted 55,757 and received 334,197 messages during the year. In meeting operational commitments, the department maintained satellite and long-haul HF radio links with Naval Communications Area Master Stations (NAVCAMS) Western Pacific located in Guam, Eastern Pacific located in Hawaii, as well as Naval Communications Station (NAVCOMMSTA) Philippines, Japan, Diego Garcia, Harold E. Holt, and allied facilities at Oman. Visual signals statistics were: flashing light (tactical) 4,763; flashing light (non-tactical) 427; semaphore 93; and flag hoist 94 for a total of 5,377 messages.

b. (U) January through April MIDWAY provided quality, reliable communications in support of HARPOONEX 85, ASWEX 85 and TEAM SPIRIT 85. Through a continuous aggressive training program Communications has maintained M-1 readiness, completing 103 readiness exercises for the competitive cycle. Additionally, a highly productive, longhaul HF back-up termination for all category IV traffic was maintained with NAVCAMS WESTPAC and NAVCOMMSTA Philippines throughout the underway period, realizing increased circuit reliability, bolstering operator orientation and procedural refinement. During ISRA 85-2, the Communication Department was heavily involved in ship's force projects including overhaul of various teletype equipment, antennae and associated platforms. Message processing, throughout the period was efficient, accurate, and reflected sustained quality control. During TEAM SPIRIT 85 MIDWAY was designated Communications Control Ship in the transit and federated operations phases. Demonstrating maximum flexibility, two unique communications plans were integrated into a single joint battle force communications network and provided the embarked commander with timely and reliable exercise support. The majority of the April through June period was spent in incremental repair. Significant communications capability upgrades were made during the 50 day availability. The projects include AN/SSQ-88 Quality Control Monitoring Equipment SHIPALT, Twin Fan Antenna replacement with Lightweight Broadband Antenna, replacement of two Xerox 7600 reproduction machines and repair training. The COMPUSCAN COMET

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III Optical Character Reader equipment was installed upgrading outgoing message preparation capability. An AER in the Tactical Teletype Area was accomplished resulting in a more efficient configuration, providing a more streamlined message flow. Following this period extensive training efforts were renewed in preparation for the Indian Ocean deployment. Communication Department maintained M-1 readiness status and is fully capable of supporting all requirements for tactical communications within the Battle Group, both visual and electronic. The July through September period found MIDWAY on contingency operations in the Indian Ocean. The Communication Department continues sustained outstanding performance. Emphasis on training and meeting a high optempo resulted in maintaining our M-1 readiness. An active PQS program produced 254 operating position qualifications, equating to 5 watch stations per man in CR Division. CR Division completed 352 readiness exercises for the cycle with an average grade of 99.7 percent. CS Division held more than 60 unscheduled readiness exercises and completed all competitive exercises for the cycle with an average grade of 96.5 percent. During the final quarter Communications continued her high level of quality performance, providing support during ASWEX 86-1JA and ANNUALEX 80G. Throughout the year CMS account was maintained in excellent condition. June saw verification of the account by DCMS Washington, DC and inspection by the Naval Security Group Detachment, Subic Bay RP with more than satisfactory results. In accordance with ALCOM 24/85 Two Person Integrity (TPI) was instituted in the CMS vault.

c. (U) The following inspections were conducted:

- (1) (U) COMNAVAIRPAC PMS/3M - excellent (92 percent)
- (2) (U) CMS account verified by DCMS Washington, DC on 6 June
- (3) (U) CMS Inspection 21 June - satisfactory (comment: "MIDWAY Account impressive, better organized and managed than any other CV account my inspectors have seen.")
- (4) (U) Operational Commander's Evaluation - outstanding

d. (U) The following material upgrades/enhancements were accomplished:

- (1) (U) SHIPALT installation of AN/SSQ-88
- (2) (U) Installation of KY-58 (Mini-Vap)
- (3) (U) Installation of COMPUSCAN COMET III Optical Character Reader
- (4) (U) AER rearrangement of Tactical Teletype Area
- (5) (U) Installation of 2 Xerox 7600 reproduction machines
- (6) (U) Replacement of Twin Fan Antenna with a

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lightweight broadband HF communications antenna

6.{U} SAFETY DEPARTMENT:

a.{U} Safety: An active local multimedia approach is utilized to sustain the high level of safety consciousness on board. Thirty-seven safety oriented and numerous radio spot productions and editorials were created locally and aired by ship's closed circuit TV and radio on a regular and ad hoc basis. The ship's daily newspaper published 110 articles on safety topics in CY-85 and the ship's bimonthly safety magazine presented 40 to 50 pages of original articles, safety news and unique tear out posters for CV/CVW and DESRON 15 ships to promote hazard awareness ashore and afloat. In the 1985 CHINFO Awards competition, MIDWAY received three first place awards, one second, and one honorable mention from those efforts. One package of three safety spots went on to win the 1985 Thomas Jefferson Award for Broadcast Journalism Excellence. Two special booklets were published on flight deck safety. One of those won second place in the CHINFO Competition, the other "Flight Deck Awareness - A Basic Guide", received a CHINFO honorable mention and has been selected by NAVSAFECEN for fleetwide distribution in the spring of 1986.

b.{U} Seven comprehensive ship/air wing safety standdowns emphasized basic safety concepts, NATOPS professionalism, lessons learned and safety in future evolutions. Active crew interest was demonstrated by an active safetygram program which received and processed 78 safetygrams in CY-85.

c.{U} CVW-5 Squadrons nominated a total of 19 personnel to be Pro of the Week. Of those, ten received COMNAVAIRPAC awards and one was the COMFITAEEWINGPAC Maintenance Pro of the Week. Two VF-151 aircrew received air medals and were presented the Daedalians' Distinguished Airmanship Award for saving a crippled F-4 in a 1,200 mile bingo to Diego Garcia. Two VF-161 aircrew received Approach Magazine's Bravo Zulu Award for outstanding professionalism in performing a main gear up landing at Cubi Point. One pilot in VA-93 received an Air Medal for a night, one main gear up landing at Masirah, Oman which resulted in very minor damage and allowed the aircraft to be flown again the next day. Four squadrons publish regular or ad hoc safety papers or notices. VF-151 is the current Battle "E" and Safety "S" holder and is accident free for over 5 years. VF-56 received the highest CV-85 NATOPS inspection of any COMLATWINGPAC squadron. The last operational deployed C-1A "Trader" operated off MIDWAY

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until 5 April 1985. The venerable "COD" had a perfect safety record in 1985. On the negative side, VA-56 lost an A-7E due to engine failure. A highly professional long distance SAR effort followed. The pilot received minor injuries and has fully recovered. On the night of 17 August, after 13 years and 10 days of accident free operations, VAW-115 lost an E-2C and two young Naval Officers when the aircraft continued off the angle after a bolter with insufficient power applied. HS-12 experienced tail rotor failure upon liftoff from the ship on 18 November. The helo was lost at sea but the crew was swiftly recovered uninjured.

d. (U) In September MIDWAY entered her 40th year at the completion of a high speed evolution which was the precursor to a highly successful Operational Propulsion Plant Readiness Examination (OPPRE).

(b) (3) (A)

Such attention to detail is indicative of MIDWAY/CVW-5's commitment to both readiness and safety which is second to none.

e. (U) 3M: MIDWAY's 3M program was very effective in 1985. The COMANVAIRPAC 3M Inspection Team from San Diego conducted an indepth surprise 3M inspection from 16 to 19 December. The final total score was 88.5 percent. This is the best grade the inspectors had ever seen achieved by a carrier. The DC grade was an impressive 92.7 percent. All departments passed the inspection and the Air Wing's DC grade was 97.9 percent. The reasons for the outstanding results are the continuous 3M training for maintenance men and work center supervisors, technical assistance to all divisions by the 3M Division, strong Chief Petty Officers assigned as Department 3M Coordinators, and an aggressive PMS spot check program fully supported by the Chain of Command from the Captain on down. In addition, formal 3M classes were conducted for the crew and over 500 new personnel qualified in 3M PQS.

#### 7. (U) DECK DEPARTMENT:

a. (U) Deck Department highlights for 1985 began with two highly productive availabilities in Yokosuka, one of 45 days and one of 60 days, followed by a very successful Indian Ocean deployment of 4 months. In December Deck Department achieved a grade of 91.8 percent during a surprise command 3M inspection

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conducted by COMNAVAIRPAC.

b. {U} During the course of the year, two Deck Department personnel were washed overboard while on the job. Both Seaman (b) (6) and Seaman (b) (6) were safely recovered.

c. {U} While underway MIDWAY's Deck Department safely anchored 7 times, moored alongside 7 times and completed 87 safe UNREPS:

- {1} {U} 53 fueling at sea
- {2} {U} 18 connected replenishments
- {3} {U} 16 fueling of escorts

d. {U} Individual UNREPS included: Hassayampa {4}, Passumpsic {5}, Mispillion {20}, Mt Hood {1}, Kiluaea {10}, Willamette {3}, Ponchatoula {7}, Kansas City {14}, San Jose {7}, Oldendorf {2}, Lockwood {3}, Cochrane {4}, Reeves {1}, Sterett {1}, Knox {2}, Towers {2}, and Kirk {1}.

e. {U} During 1985 over 1,000 gallons of Paint were expended painting and preserving the sides..

f. {U} During a helo in the water emergency in November, the starboard motor whale boat was engaged in rescue operations while preparations were made to recover the helo with Deck Department's B and A crane. Also with the B and A crane, an F-4 Phantom aircraft was unloaded while in Subic Bay, Philippines for repairs. Deck Department also improved the Habitability of MIDWAY by refurbishing First and Third Division berthing.

#### B. {U} MEDICAL DEPARTMENT:

a. {U} Summary of Operations: Full range of medical support provided to MIDWAY and CVW-5 personnel, as well as for all other units of Battle Group ALFA. No significant loss of services or capabilities during the period.

#### b. {U} Statistics:

Outpatient visits	20,806
Inpatient visits	251
Laboratory tests	22,502
Pharmacy units	34,125
X-Ray exposures	2,002
Physicals performed	1,279
Surgical procedures	70

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c. {U} Major equipment installed: Anesthesia machine significantly increased Medical department's "State of the Art" anesthesia capabilities.

d. {U} Notable Records: Received overall score of 91.8 percent on Medical Inpatient Record Audit for MIDWAY's "Blue M" audit competition grade.

#### 9. {U} DENTAL DEPARTMENT:

a. {U} MIDWAY's Dental Department provided comprehensive dental care to the officers and men of MIDWAY, embarked Staffs, Air Wing and Battle Group Alfa. Four dental officers and nine dental technicians recorded over 83,000 dental procedures in 1985, an increase of over 30,000 procedures from the previous year. An aggressive preventive dentistry program was enhanced through computerization of the annual dental recall system. This resulted in a significant increase in the number of individuals who benefitted from their annually required oral examination, plaque control instructions and topical fluoride application. Major material additions included: {1} Zenith 120 computer and custom designed recall program; {2} A panoramic radiology unit used in the diagnosis and treatment of maxillofacial disease; {3} A high temperature metal alloy casting machine for the fabrication of removable partial dental frameworks and {4} New lonmat decking throughout the entire clinic. MIDWAY dental commenced regularly scheduled dental assist visits to the surface combatants of Battle Group Alfa during the Indian Ocean deployment. This program provides: {1} A direct report to the commanding officer regarding the dental readiness of his crew and the performance of the attached corpsman; {2} A review of dental emergency and administrative procedures; {3} A review of all dental records and a priority listing of those individuals requiring treatment.

#### 10. {U} TRAINING DEPARTMENT:

a. {U} During 1985, a total of 1,564 Navy-wide advancement examinations were administered to MIDWAY personnel through the Training Department. MIDWAY offered 25 {three semester hours each} college level courses through the PACE program with total enrollment of 506, of which 460 completed the courses. A total of 9 {45 classroom hours each} high school courses were offered with total enrollment of 124, of which 103 completed the courses. A total of 1,322 military/leadership examinations were administered.

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b. (U) Approximately 1,300 CONUS and local school requests were processed through the Training Department. Twenty-three personnel were advanced under the provisions of the Command Advancement Program (CAP): two to E-6, eight to E-5, and thirteen to E-4. A total of 1,317 personnel attended MIDWAY indoctrination Division training and 1,063 received Cardiopulmonary Resuscitation (CPR) training. Additionally, 2,678 correspondence courses were graded by the Training Department. MIDWAY personnel participated in more than 267 examinations through the DANES program.

11. (U) AIR DEPARTMENT:

a. ~~(C)~~ Statistics for 1985:

Month	Arrested Landings	Catapult Launches	JP-5 Consumed
JAN	0	0	1,230
FEB	1,536	1,477	2,125,230
MAR	1,031	1,087	2,138,867
APR	0	0	1,500
MAY	1,113	1,064	1,646,954
JUN	923	923	1,648,223
JUL	1,626	1,627	3,241,459
AUG	1,404	1,409	2,848,258
SEP	1,028	1,025	2,017,041
OCT	688	734	1,183,847
NOV	932	874	1,411,541
DEC	533	555	1,073,745
Totals	10,814	10,777	19,338,400

b. ~~(C)~~ Arrested Landing Milestones:

289,000	4 FEB 85	E-28	VAW-115	LCDR (b) (6) LT (b) (6)
290,000	16 FEB 85	EA-38	VQ-1	LT (b) (6) LTJG (b) (6)
291,000	20 MAR 85	A-6E	VA-115	LT (b) (6) LT
292,000	23 MAY 85	F-4S	VF-161	LT (b) (6) LT
293,000	24 JUN 85	F-4S	VF-151	CDR TAYLOR LT (b) (6)

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294,000	13 JUL 85	KA-6D	VA-115	LT (b) (6) LT [REDACTED]
295,000	1 AUG 85	A-6E	VA-115	LCDR (b) (6) LCDR [REDACTED]
296,000	22 AUG 85	F-4S	VF-151	LT (b) (6) LCDR (b) (6)
297,000	21 SEP 85	EA-6B	VAQ-136	LCDR (b) (6) CDR BEARD
298,000	12 OCT 85	F-4S	VF-151	LCDR (b) (6) LT (b) (6)
299,000	25 NOV 85	F-4S	VF-151	LT (b) (6) LT [REDACTED]

12. (U) NAVIGATION DEPARTMENT:

- a. (U) Linear Miles Steamed: 34,146
- b. (U) Inport Days: 138 (107 Yokosuka, 31 days in other ports)
- c. (U) At-sea Days: 227

13. (U) AVIATION INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

a. (U) Production Data:

Month	Components Processed	Components RFI'D	Department RFI Rate %	Rotable Pool Effectiveness %
JAN 85	883	625	70.8	91.0
FEB	2575	1857	72.1	92.0
MAR	2675	1806	67.5	90.0
APR	598	331	55.4	91.5
MAY	2439	1600	65.6	92.9
JUN	2850	2124	74.5	92.9

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JUL	4421	2956	66.9	95.8
AUG	3838	2578	67.2	96.5
SEP	3254	2273	69.9	96.2
OCT	1728	1157	67.0	96.8
NOV	2274	1609	70.6	96.4
DEC	1825	1314	72.0	97.2
Totals:	29360	20230	68.9	94.6

b. {U} Departmental Inspections/Assist visits completed:

Month	Inspection	Grade
DEC 85	COMNAVAIRPAC 3-M SURPRISE	Satisfactory
NOV 85	NALC DET WEST ANNUAL CALIBRATION LAB AUDIT	Satisfactory
NOV 85	COMNAVAIRPAC ANNUAL MICRO/MINATURE REPAIR STATION CERTIFICATION	Satisfactory

c. {U} Major Projects Completed:

{1}-{U} APR - Hosted the CNAP IMRL Tailoring Conference.

{2}-{U} MAY - Completed the E-2C aircraft transition aboard MIDWAY.

{3}-{U} OCT - Completed an extensive ICRL review which resulted in a 250 percent line item increase, a C-1 capability code increase from 43 percent to 51 percent, and a net gain of 813 new repair capabilities.

{4}-{U} Incorporated aerial refueling stores {D-704} into IM-2 CVW-5. Established workcenter 460 to perform "I" level maintenance.

{5}-{U} Completed Power Plants Bulletin 72 which required immediate and expeditious repair/inspection of all embarked TF-41 engines.

{6}-{U} Acheived a zero workable backlog on 26 DEC 85.

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{7}{U} Obtained certification Non-Destructive Inspection {NDI} vault.

{8}{U} Established E-2C support by installation and operational verification of the AN/USN-467 RADCOM, AN/USM-429 CAT IIID {V}1, and AN/ALQ-126A DECM system and future support of the AN/ALQ-126B.

{9}{U} Calibration Workcenter processed in excess of 7,000 items {figure based on input from the format 600 through October} of test and measurement equipment which are not reflected in the overall production statistics.

{10}{U} Recertified all 9 microminiature repair stations in AIMD. Qualified an additional 13 repair technicians.

{11}{U} Established connector repair capability and created a connector repair workcenter.

{12}{U} Building 126U in Yokosuka: The ground work and planning were begun for MIDWAY Support Equipment to move into a shore maintenance facility for 1986. Building 126U in Yokosuka has been given to MIDWAY by Commander Fleet Activities Yokosuka and construction will begin in January 1986 with a completed date of 27 March 1986.

{13}{U} Renovation of MIDWAY Support Equipment Facilities/Spaces: In December an extensive upgrade and renovation of the main SE Workcenter was begun along with the Division office. All old cabinets and desks were replaced with polished aluminum built in desks, cabinets and file cabinets.

{14}{U} AWSEP Armament Weapons Support Equipment Program: In October the AWSEP Program was introduced to MIDWAY. With the assistance of the AWSEP team from AIRPAC all weapons equipment was inventoried and training was provided to both AIMD and Weapons Department personnel.

#### 14-{U} EXECUTIVE DEPARTMENT:

a.{U} The Executive Department enjoyed a banner year during 1985, garnering numerous Navy and fleet-wide awards for excellence. Celebrating the highest retention statistics of any carrier in the Pacific Fleet, the Career Counselors Office received its second consecutive highly prestigious COMNAVAIRPAC Golden Anchor Award for retention excellence. The Public Affairs Office received an unprecedented 10 Navy Chief of Information

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Merit Awards for Print and Broadcast Excellence ....more than any other command, afloat or ashore, in the Navy. Public Affairs Office took first place honors in all media areas: print, radio and television. Additionally, the Public Affairs Office received its second consecutive U.S. Forces Japan Public Affairs Award of Excellence for the most outstanding overall public affairs program amongst all multi-service Japan based forces. The ship's closed-circuit television studio was completely revamped, removing the old system and installing the new Navy Broadcasting Service SUPER SITE system which significantly enhanced production capability and quality. The entire ship was also refitted with a new, state-of-the-art cable distribution system designed for ease of maintenance. Finally, X-2 division initiated the newly approved LDO Security Officer billet.

15. (U) CHAPLAIN DEPARTMENT:

a. (U) The Chaplain Department continued MIDWAY's involvement with Kobo Cottage Orphanage by visits and gifts of clothes and toys January and October. Forty-two children from Kobo were guests of MIDWAY big brothers at the ship's children's Christmas party. Memorial services were conducted for Chief CABRERA (3 April), LT Kevin KUHNIGH and ENS Christopher MIMS (20 August) and AN AQUIRRE (7 December).

b. (U) Inport visits by chaplains to religious leaders continued at home and away. Particularly notable was concelebration of mass by Chaplain ELKIN with Cardinal SIN in Manila (February).

c. (U) Relief and assistance projects included assisting in collection of nearly 4,000.00 dollars for African famine relief (February), gift of 1,000.00 dollars from Catholic and Protestant Religious Offerings Funds by CAPT MIXSON to Lioness Club of Olongapo City for their many programs, and collection of nearly 1,000.00 dollars for Jubilee School in Hong Kong (December). Work projects were effectively carried out in Subic during October.

d. (U) COMNAVAIRPAC Chaplain (CAPT) W.B. TURNER was aboard in October and Chaplain (LT) Carmen ARCURI, of NAF Atsugi, rode the ship in October for familiarization with MIDWAY's Command Religious Program and carrier operations.

e. (U) An ecumenical Christmas Eve candlelighting service was held in the aft wardroom with the Commanding Officer, Executive Officer and Command Master Chief participating along

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with the chaplains. Among the guests were VADM and Mrs. MCCARTHY, COMSEVENTHFLT and CAPT and Mrs. HABERMEIRER, COMSUBGRUSEVEN.

15.(U) MARINE DETACHMENT:

a.(U) Significant Events:

16 January - The semi-annual Physical Fitness Test was conducted with 98 percent of the Marine Detachment scoring First Class.

21 January - The Marine Detachment participated in Combat FAY Pistol Course at Yokosuka, Japan. This realistic training was motivating for many of the Marines.

04 April - The Marine Detachment Color Guard performed for the burial service of MCC Romeo Frips CABRERA.

08 April - All Marines were qualified at the Combat FAY Pistol Course.

14 April - First Sergeant (b)(6) replaced First Sergeant (b)(6) as Detachment First Sergeant.

17 April - Marine Detachment Silent Drill Team performed for the USS MIDWAY's Wives Club.

19 May - The Marine Detachment participated in a burial at sea for Emmett Joseph DILLON.

06 June - A Commanding General's Inspection was held by Marine Barracks, Yokosuka, Japan on the Marine Detachment.

19 June - First Lieutenant (b)(6) assumed the billet of Detachment Executive Officer upon his arrival aboard MIDWAY.

20 June - Marine Detachment Color Guard participated in the VA-115 Change of Command.

21 June - Marine Detachment Color Guard performed at the Change of Command ceremony for MIDWAY.

23 June - Marine Detachment Color Guard and Marine Silent Drill Team performed before Honored Guests Rear Admiral W. L. CHATHAM and Captain R. D. MIXSON at the Detachment's Change of

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Command. Captain E. J. HOFFSTETTER relieved Major J. R. PRIDDY as Commanding Officer of the Marine Detachment.

19 July - The Officers and Enlisted Marines of the Marine Detachment were entertained by USO Show "ACTS."

02 August - The Detachment Color Guard performed at VAW-115's Change of Command.

18 August - The Marine Detachment Color Guard and Honor Platoon performed at the Memorial Services of Naval Aviators Lieutenant K. KUHNIGK and Ensign C. MIMS, lost at sea.

19 August - The Officers and Enlisted Marines of the Marine Detachment were entertained by the USO Show "QUEENS."

20 August - Marines participated in nearly every event of the MIDWAY Indian Ocean Olympics. Corporal (b)(6) in powerlifting, placed third overall, first in his 150 pound classification with a lift of 325 pounds.

23 August - Marine Detachment Honor Platoon welcomed aboard the Secretary of the Navy, the Honorable Mr. John LEHMAN.

(b)(3)(A)

03 October - An All Hands Command Sponsored Hail and Farewell Party was held in Subic Bay, Republic of the Philippines.

04 October - The Marine Color Guard performed at VAO-136's Change of Command.

28 October - Gunnery Sergeant (b)(6) arrived to relieve First Sergeant (b)(6) as the Detachment Gunnery Sergeant.

08 November - Publishing of the Orders and Cutting of the Cake was performed in the Marine Detachment Berthing Spaces to commemorate the United States Marine Corps' 210th Birthday.

10 November - The Marine Corps Birthday Ball, for all Detachment Hands, was held in the Yokosuka Officers Club.

07 December - The Marine Detachment performed at the Memorial Service for Airman AGUIRRI, lost at sea.

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21 December - An All Hands Christmas Party was held in the Chief Petty Officer's Club, Yokosuka, Japan.

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24



B.(U) PHOTO HISTORY:  
{Photos are in a separate enclosure}

Date	Occasion
02 FEB 85	Mr. T. KAWAKAMI, Mayor of Iwakuni, Japan; Lieutenant General I. TSUCHIYA, JGSDF, Commanding General 13th Division; Vice Admiral T. UCHI, JMSDF, Commandant Kure Regional District Headquarters; and Rear Admiral M. TANAKA, JMSDF, Commander, Fleet Air Wing 31 visit MIDWAY.
20 FEB 85	Honorable Stephen BOSWORTH, U.S. Ambassador to Philippines and Rear Admiral ALEJONDRO, RPH, visit MIDWAY.
03 MAR 85	Honorable Piers JACOBS, OBE, JP, Secretary for Economic Services, British Hong Kong, Captain Christopher W. GOTTO, RN, Captain-in-Charge of Hong Kong, Mr. Raymon ANNING, CBE, QPM, Deputy Commissioner of Police, Royal Hong Kong Police and other Hong Kong Officials and officers of the U.S. Consulate Hong Kong visit MIDWAY.
21 MAR 85	General Ki Baek LEE, ROKA, Chairman Joint Chief of Staff, Republic of Korea Forces.
12 JUN 85	Colonel Sidney J. WISE, USAF, Vice Commander, 313AD visits MIDWAY.
22 JUN 85	Captain Riley D. MIXSON relieved Captain H.P. KOBER Jr as Commanding Officer of USS MIDWAY.
19 JUL 85	DOD Overseas entertainment group "A.C.T.S." entertaining crew of MIDWAY while in the Indian Ocean.
07 AUG 85	MIDWAY crew receives "Beer" ration while in the Indian Ocean.
08 AUG 85	Captain J.G. TOLHURST, RN, Commanding Officer of HMS Exeter DDG-D89 and Commander Task Group 321.1 visits MIDWAY in the North Arabian Sea.
19 AUG 85	DOD Overseas entertainment group "Queens" entertaining the crew of MIDWAY in the North Arabian Sea.

